

BookletChart™



Intracoastal Waterway – Norfolk to Albemarle Sound

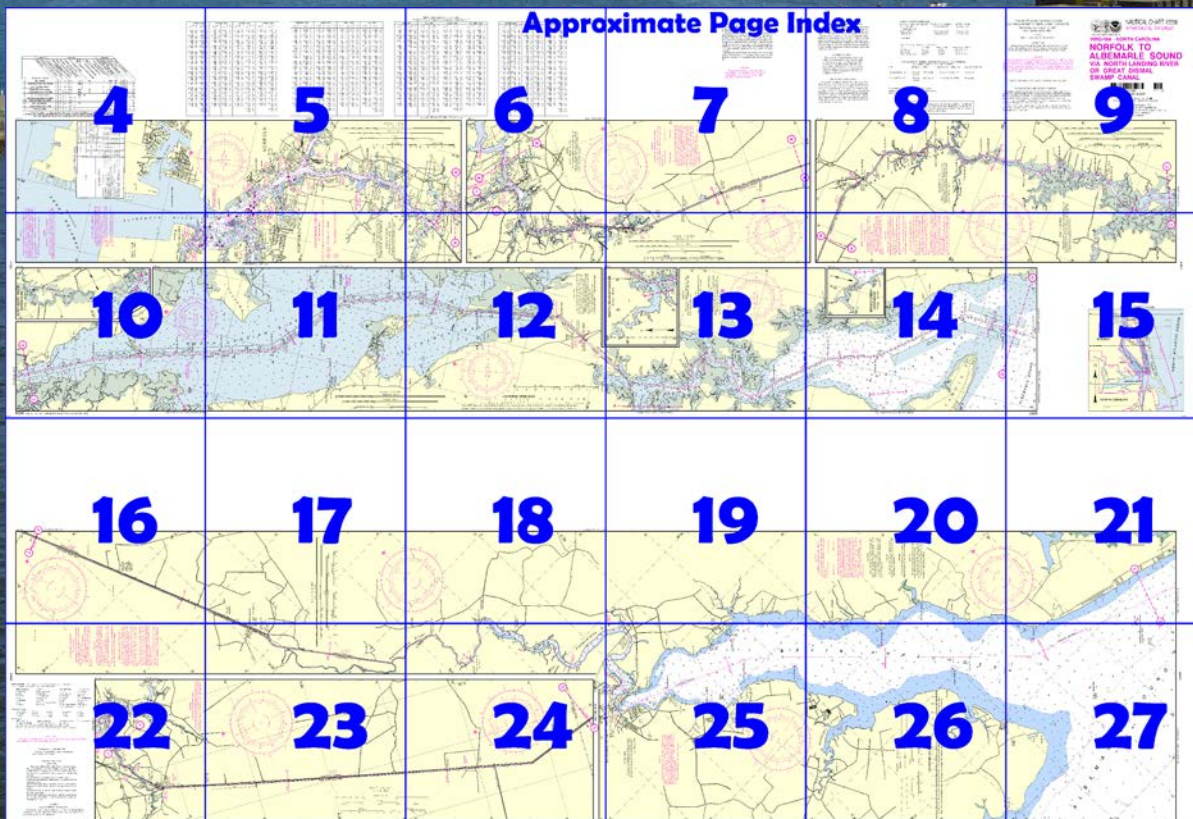
NOAA Chart 12206

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12206>



(Selected Excerpts from Coast Pilot)

Albemarle Sound is about 45 miles long in an east-west direction, and in width ranges from 11 miles near its eastern end to 3 miles about 10 miles from the western end. The sound has good navigable depths to pass through the canals and, with its tributaries, forms the approach to many towns and landings. **Albemarle Sound Herring Management Area**, a Marine Protected Area (MPA), includes Albemarle, Currituck, Roanoke and Croatan Sounds.

There are depths of 10 to 18 feet along the routes from North River and Pasquotank River to Croatan Sound and Alligator River, and less water farther eastward. Fish stakes and nets, extending long distances from

shore are often found on the shoals, especially at the northern entrance to Croatan Sound. The shores of Albemarle Sound are low and generally wooded; there are no prominent natural features.

A naval aircraft bombardment **target area** is on the south side of Albemarle Sound westward of the entrance to Alligator River. (See **334.410**, chapter 2, for limits and regulations.)

The eastern end of Albemarle Sound, which is separated from the Atlantic Ocean by the barrier beach about 15 miles north of Bodie Island Light, is connected northward with Currituck Sound and southward with Croatan and Roanoke Sounds, and by the latter sounds with Pamlico Sound.

Westward of Laurel Point, about 33 miles from the east end of Albemarle Sound, the water is usually fresh or slightly brackish. The rise and fall of the water level depends on the direction of the winds.

Pasquotank River Entrance Light PR (36°09'23"N., 75°58'38"W.), 23 feet above the water, shown from a multi-pile structure with a black and white diamond-shaped daymark, marks entrance to **Pasquotank River**. A light is about 2.2 miles westward of the entrance light. The river, entered between **Wade Point** on the west and Camden Point on the east, and Elizabeth City are described in connection with the Dismal Swamp Route of the Intracoastal Waterway, chapter 12.

Norfolk, on the east bank of the Elizabeth River in Norfolk Harbor 26 miles inside the entrance to Chesapeake Bay, is one of the major ports of the United States. Supply and repair facilities are available at the marinas and yacht basins in Norfolk Harbor. A detailed description of the port is contained in **United States Coast Pilot 3, Atlantic Coast, Sandy Hook to Cape Henry**.

From the City Wharf at the foot of West Main Street in Norfolk, **Mile 0.0**, the Intracoastal Waterway follows the Southern Branch of Elizabeth River to its junction with Deep Creek where the waterway divides into two routes. **Naval restricted areas** are on both sides of the river. (See 334.290, chapter 2, for limits and regulations.)

The **speed limit** is 6 knots from Eastern Branch to the railroad bridge, **Mile 2.6**. This bridge has a lift span with a clearance of 6 feet down and 142 feet up. VHF-FM channels 16 and 13 are monitored at the bridge. At **Mile 2.8**, Jordan (State Route 337) highway bridge has a lift span with a clearance of 15 feet down and 145 feet up. VHF-FM channels 16 and 13 are monitored at the bridge. The railroad bridge at **Mile 3.6** has a lift span with a clearance of 10 feet down and 135 feet up. U.S. Routes 460 and 13 highway bridge and the Norfolk Southern Railway bridge at **Mile 5.8** have bascule spans with clearances of 11 feet and 7 feet, respectively; large vessels must exercise caution when making the turns to these bridges because of the current. VHF-FM channels 16 and 13 are monitored at these bridges. An overhead power cable at **Mile 6.5** has a clearance of 152 feet, and two overhead cables at **Mile 6.9** have clearances of 161 feet. Interstate Highway Route 64 bascule bridge at **Mile 7.1** has a clearance of 65 feet. (See **117.1 through 117.59 and 117.997 (a) through (e)**, chapter 2, for drawbridge regulations.) The bridgetender may be contacted at 757-545-4685.

The **Albemarle and Chesapeake Canal**, about 10 miles long, connects Southern Branch of Elizabeth River with North Landing River.

Great Bridge, a town on the Albemarle and Chesapeake Canal at **Mile 12.0**, has bus connections with Norfolk. State Route 168 highway bridge across the canal at the town has a double-leaf bascule span with a clearance of 8 feet. VHF-FM channels 16 and 13 are monitored at the bridge. (See **117.1 through 117.59 and 117.997 (e)**, chapter 2, for drawbridge regulations.)

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami	Commander	
	7th CG District	(305) 415-6800
	Miami, FL	

Table of Selected Chart Notes

HEIGHTS
Heights in feet above Mean High Water.

SPEED LIMIT
The speed limit is six knots in the Southern Branch of the Elizabeth River from its junction with the Eastern Branch to the N & PBL RR Bridge.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NORFOLK HARBOR AND ELIZABETH RIVER CHANNEL DEPTHS
The project depth from Norfolk to the Turning Basin at Newton Creek is 35 feet or deeper.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

KNOBBS CREEK
The controlling depths were 9 feet on centerline to the basin, 5½ feet in the basin, thence 2½ feet on centerline to the end of project.
Jun 1959, Jun 1974

INTRACOASTAL WATERWAY
The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: ————
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.
When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

CAUTION
Numerous duck blinds, stakes, piles and pipes exist in the water area of this chart.
Mariners are warned that numerous areas adjacent to the shoreline are foul with trees.
Many snags are not charted because they frequently change in position.

Distances
The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: ————
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Courses are TRUE and must be CORRECTED for any variation and compass deviation.

INTRACOASTAL WATERWAY
Project Depths
12 feet Norfolk, VA to Fort Pierce FL via Route 1.
9 feet Norfolk to Albemarle Sound, via Route 2.
Great Dismal Swamp Canal.
10 feet Fort Pierce, FL to Miami FL.
7 feet Miami, FL to Cross Bank, Florida Bay.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

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CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

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CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

INTRACOASTAL WATERWAY
Project Depths
12 feet Norfolk, VA to Fort Pierce FL via Route 1.
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CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
———— Cable Area
———— Pipeline Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

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HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.546" northward and 1.233" eastward to agree with this chart.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

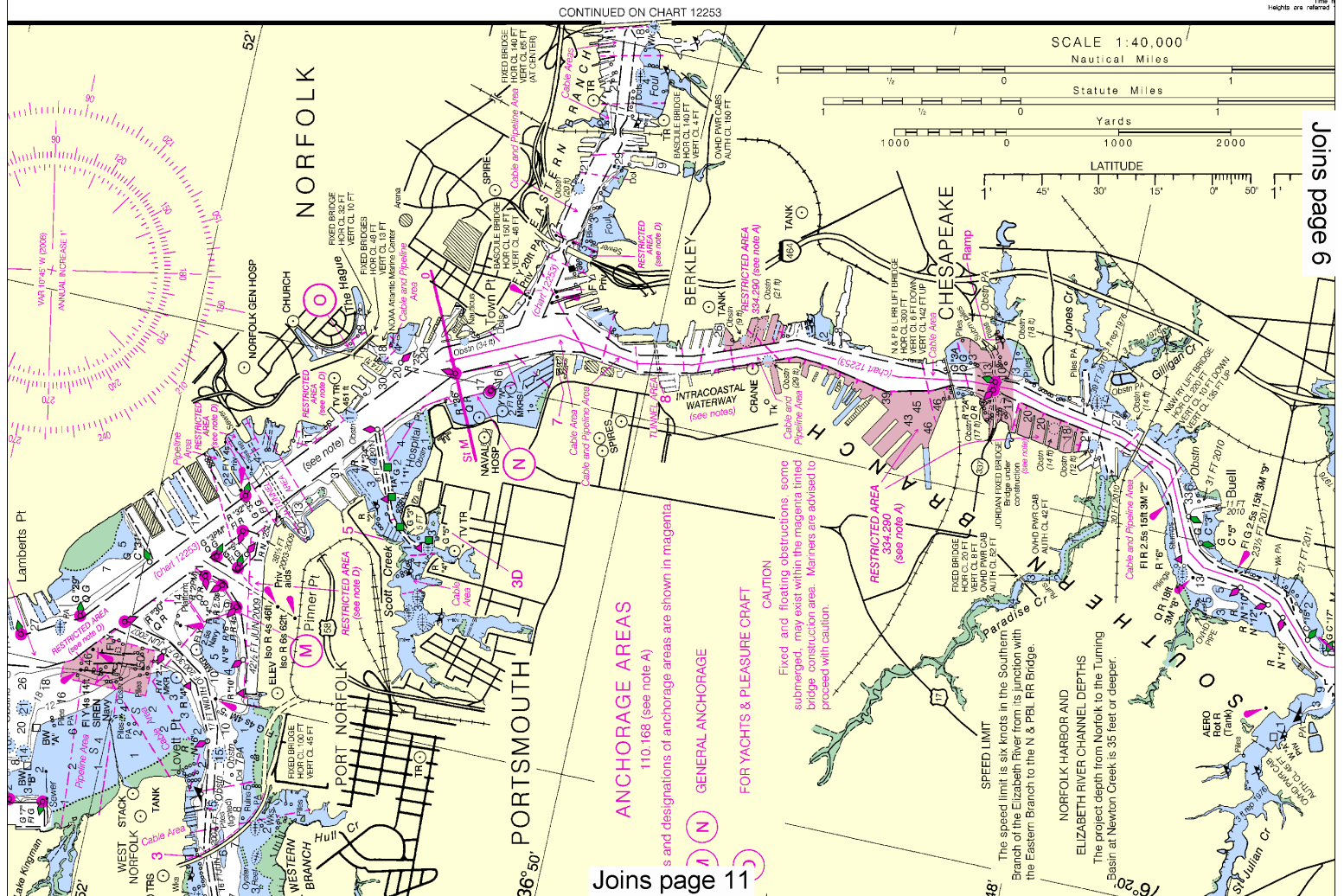
CAUTION
WARNINGS CONCERNING LARGE VESSELS
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

CAUTION
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For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

Mercator Projection at Scale 1:40,000
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

FACILITIES
Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

[illegible]

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

HAMPTON ROADS (Sewells Pt.), VA., 2009

Printed times and heights of high and low water—Eastern Standard Time. For Daylight Saving Time, add 1 hour.
To predict local tide, apply the time difference listed in the facility locations to these tide predictions.

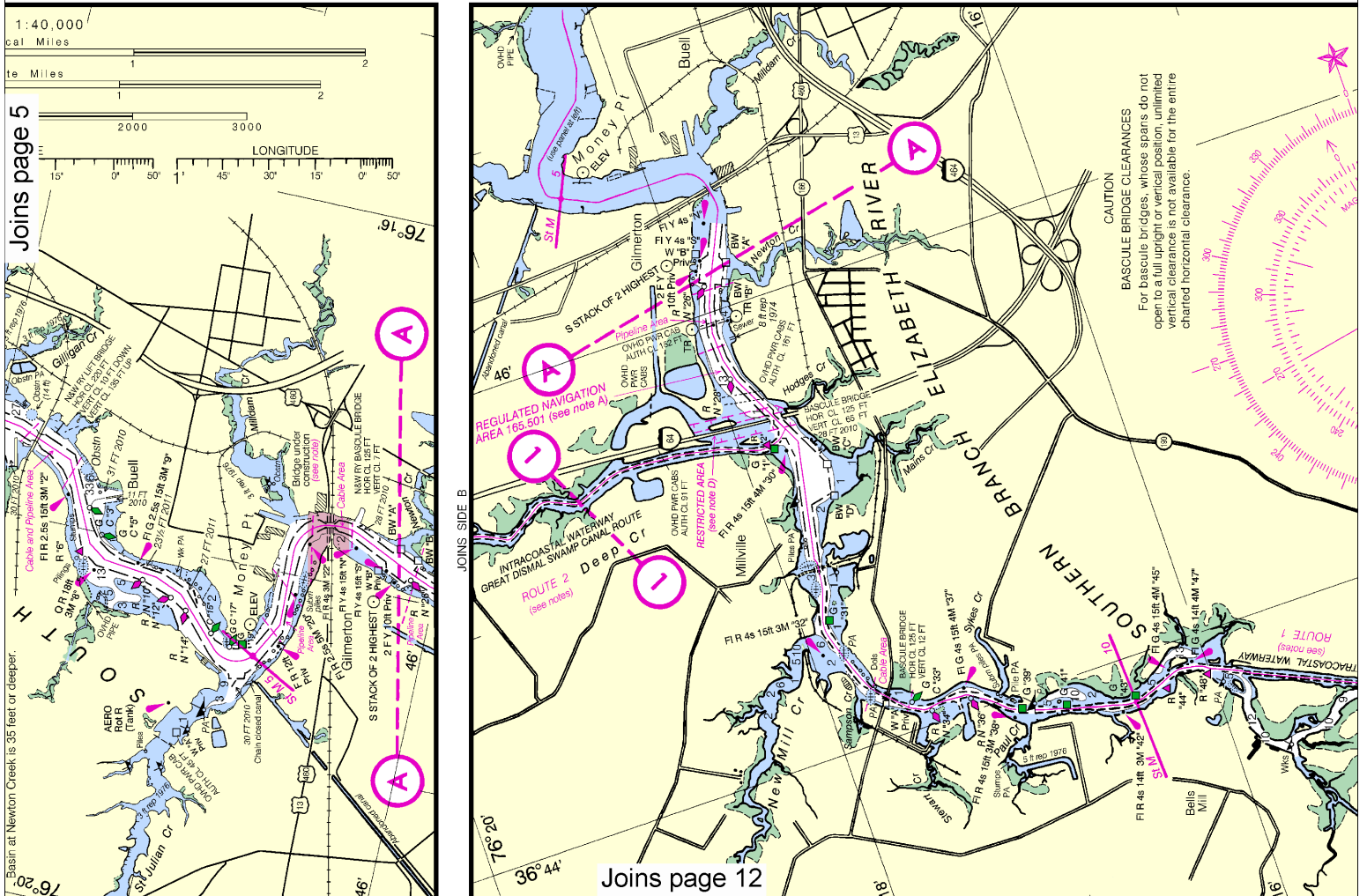
JUNE 2009			JULY 2009			AUGUST 2009			SEPTEMBER 2009		
Day	Time	HL	Day	Time	HL	Day	Time	HL	Day	Time	HL
1	0335	2.4	16	0228	2.1	1	0400	2.1	16	0308	2.2
2	0345	2.3	17	0238	2.0	2	0410	2.0	17	0318	2.1
3	0355	2.2	18	0248	1.9	3	0420	1.9	18	0328	2.0
4	0405	2.1	19	0258	1.8	4	0430	1.8	19	0338	1.9
5	0415	2.0	20	0308	1.7	5	0440	1.7	20	0348	1.8
6	0425	1.9	21	0318	1.6	6	0450	1.6	21	0358	1.7
7	0435	1.8	22	0328	1.5	7	0500	1.5	22	0408	1.6
8	0445	1.7	23	0338	1.4	8	0510	1.4	23	0418	1.5
9	0455	1.6	24	0348	1.3	9	0520	1.3	24	0428	1.4
10	0505	1.5	25	0358	1.2	10	0530	1.2	25	0438	1.3
11	0515	1.4	26	0408	1.1	11	0540	1.1	26	0448	1.2
12	0525	1.3	27	0418	1.0	12	0550	1.0	27	0458	1.1
13	0535	1.2	28	0428	0.9	13	0600	0.9	28	0508	1.0
14	0545	1.1	29	0438	0.8	14	0610	0.8	29	0518	0.9
15	0555	1.0	30	0448	0.7	15	0620	0.7	30	0528	0.8
16	0605	0.9	31	0458	0.6	16	0630	0.6	31	0538	0.7
17	0615	0.8				17	0640	0.5			
18	0625	0.7				18	0650	0.4			
19	0635	0.6				19	0700	0.3			
20	0645	0.5				20	0710	0.2			
21	0655	0.4				21	0720	0.1			
22	0705	0.3				22	0730	0.0			
23	0715	0.2				23	0740	-0.1			
24	0725	0.1				24	0750	-0.2			
25	0735	0.0				25	0800	-0.3			
26	0745	-0.1				26	0810	-0.4			
27	0755	-0.2				27	0820	-0.5			
28	0805	-0.3				28	0830	-0.6			
29	0815	-0.4				29	0840	-0.7			
30	0825	-0.5				30	0850	-0.8			
31	0835	-0.6				31	0900	-0.9			

OCTOBER 2009			NOVEMBER 2009			DECEMBER 2009		
Day	Time	HL	Day	Time	HL	Day	Time	HL
1	0645	0.4	16	0348	0.1	1	0120	-0.1
2	0655	0.3	17	0358	0.0	2	0130	-0.2
3	0705	0.2	18	0408	-0.1	3	0140	-0.3
4	0715	0.1	19	0418	-0.2	4	0150	-0.4
5	0725	0.0	20	0428	-0.3	5	0200	-0.5
6	0735	-0.1	21	0438	-0.4	6	0210	-0.6
7	0745	-0.2	22	0448	-0.5	7	0220	-0.7
8	0755	-0.3	23	0458	-0.6	8	0230	-0.8
9	0805	-0.4	24	0508	-0.7	9	0240	-0.9
10	0815	-0.5	25	0518	-0.8	10	0250	-1.0
11	0825	-0.6	26	0528	-0.9	11	0300	-1.1
12	0835	-0.7	27	0538	-1.0	12	0310	-1.2
13	0845	-0.8	28	0548	-1.1	13	0320	-1.3
14	0855	-0.9	29	0558	-1.2	14	0330	-1.4
15	0905	-1.0	30	0608	-1.3	15	0340	-1.5
16	0915	-1.1	31	0618	-1.4	16	0350	-1.6
17	0925	-1.2				17	0400	-1.7
18	0935	-1.3				18	0410	-1.8
19	0945	-1.4				19	0420	-1.9
20	0955	-1.5				20	0430	-2.0
21	1005	-1.6				21	0440	-2.1
22	1015	-1.7				22	0450	-2.2
23	1025	-1.8				23	0500	-2.3
24	1035	-1.9				24	0510	-2.4
25	1045	-2.0				25	0520	-2.5
26	1055	-2.1				26	0530	-2.6
27	1105	-2.2				27	0540	-2.7
28	1115	-2.3				28	0550	-2.8
29	1125	-2.4				29	0600	-2.9
30	1135	-2.5				30	0610	-3.0
31	1145	-2.6				31	0620	-3.1

Time meridian 75° W. 0000 is midnight, 1200 is noon.
Heights are referred to mean lower low water which is the chart datum of soundings.

KAPP 540

Formerly 829-SC, 1st Ed., 1963

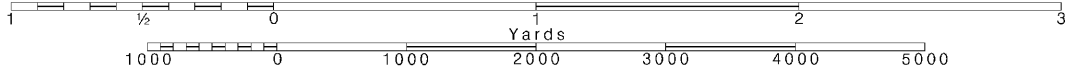


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

Note: Chart grid lines are aligned with true north.



HURRICANES AND TROPICAL STORMS

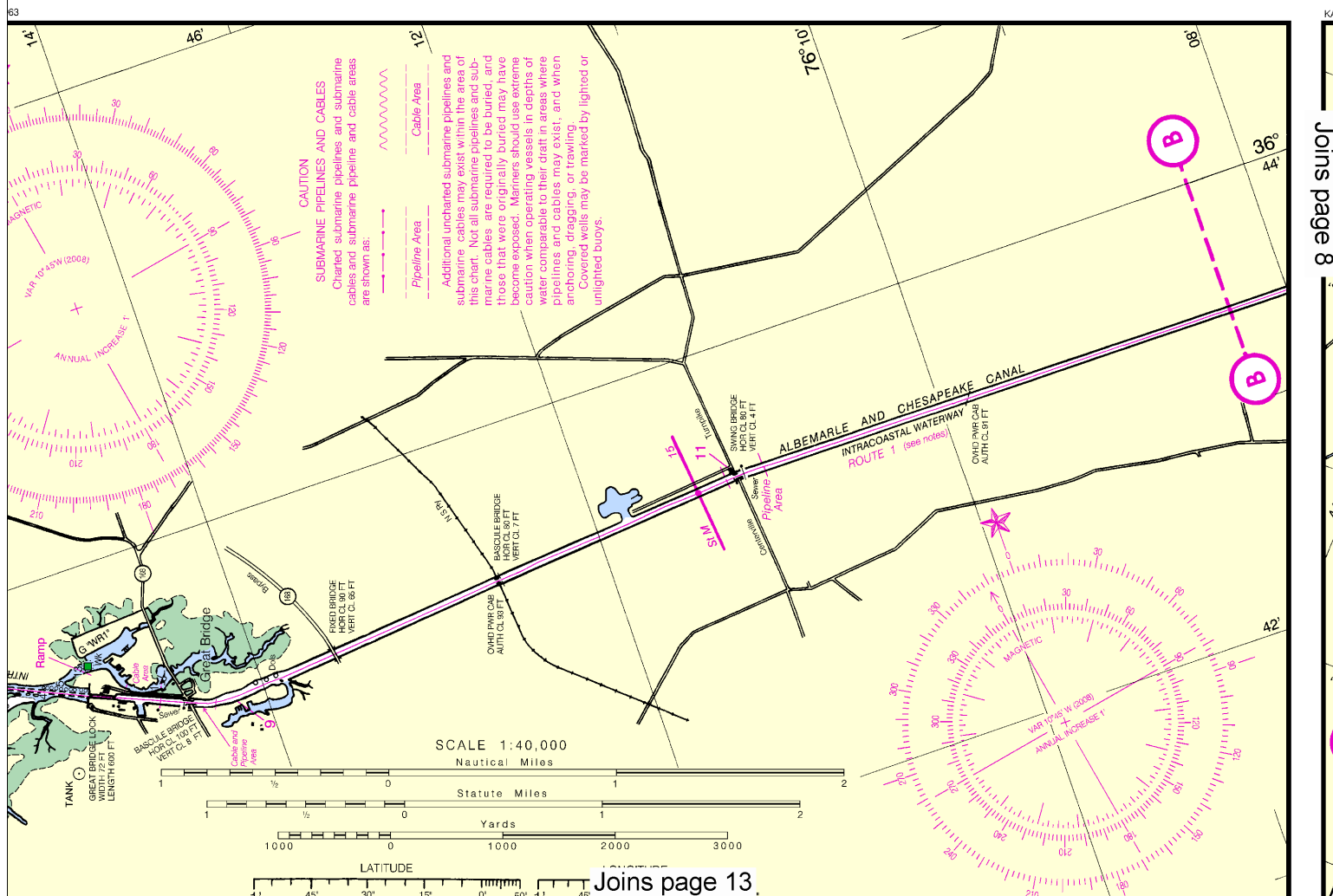
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WARNING

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PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

MARINE WEATHER FORECASTS

NATIONAL WEATHER SERVICE	TELEPHONE NUMBERS	OFFICE HOURS
Baltimore, MD/ Washington, DC	*(703) 260-0107	24 hours daily
Wakefield, VA	*(757) 899-4200	24 hours daily
Newport, NC	*(252) 223-5737	24 hours daily

*Recorded

NOAA WEATHER RADIO BROADCASTS

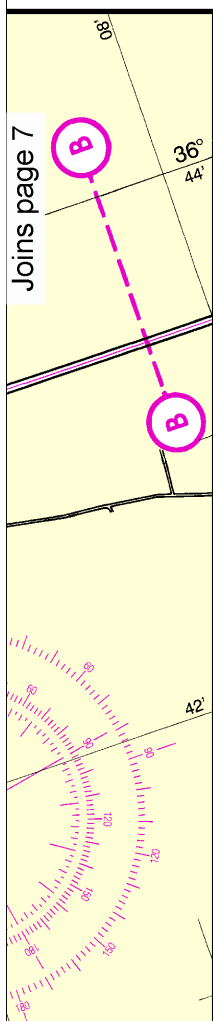
CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Norfolk, VA	KHB-37	162.55	24 hours daily
Mamie, NC	WWH-26	162.425	24 hours daily
Cape Hatteras, NC	KIG-77	162.475	24 hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

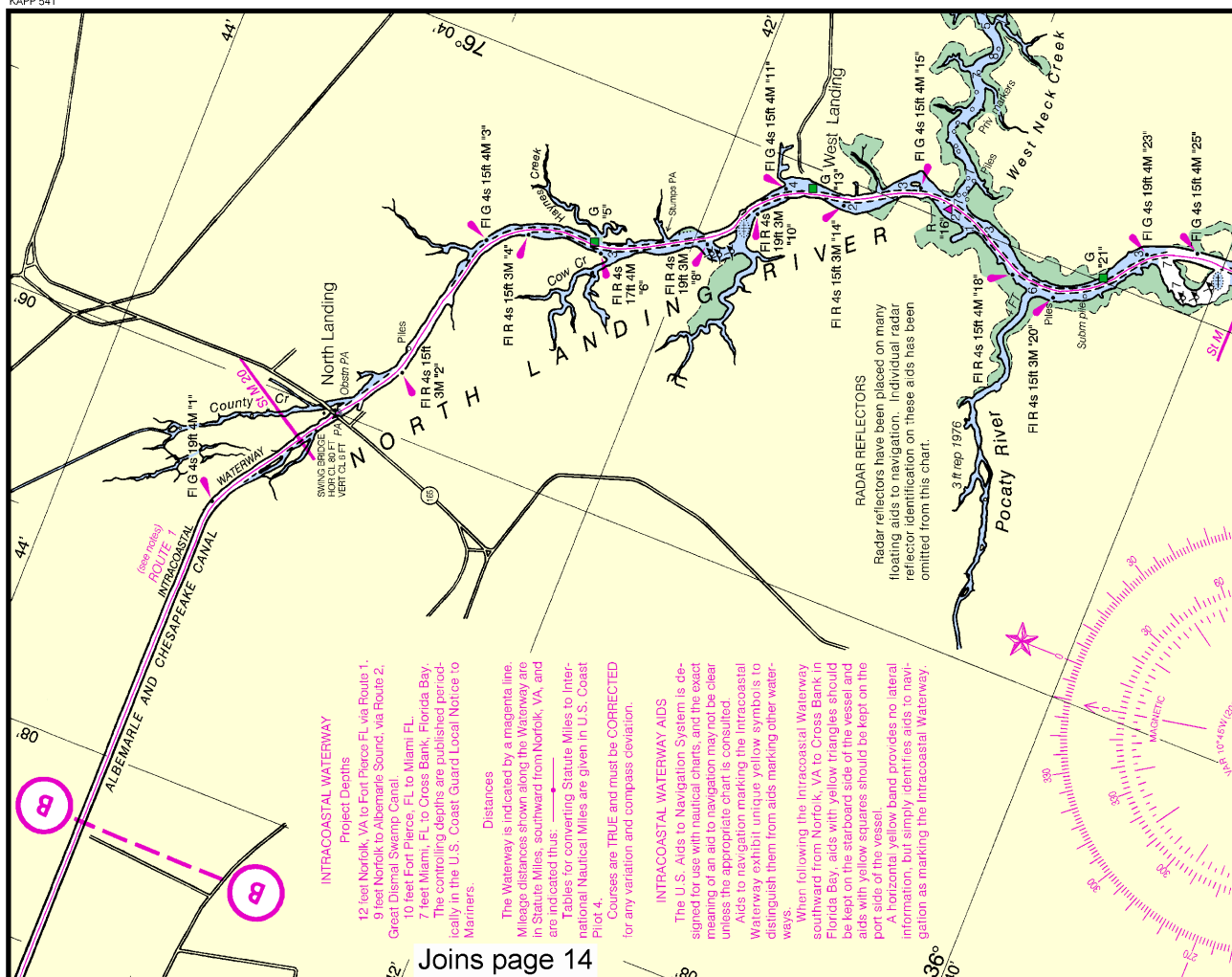
CITY	STATION	FREQ.	BROADCAST TIMES-GST	SPECIAL WARNING
Hampton Roads, VA	NMN-80 (USCG)	2670 (A3H)	+ 8:33 AM & 9:03 PM	On receipt
Cape Hatteras, NC	NMN-13 (USCG)	2670 (A3H)	+ 8:03 AM & 8:33 PM	On receipt

Broadcast one hour later during Daylight Saving Time
Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



KAPP 541



Joins page 14

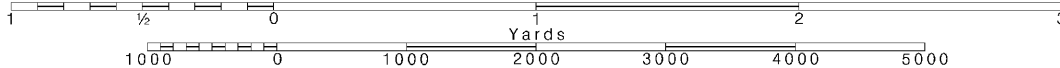
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



Mercator Projection at Scale 1:40,000
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Additional information can be obtained at nauticalcharts.noaa.gov.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0281.

USCGAUX-5th Coast Guard District, Federal Building, 431 Crawford St., Portsmouth, VA 23704-5004, Tel. 804-398-6208 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.



NAUTICAL CHART 12206 INTRACOASTAL WATERWAY

VIRGINIA - NORTH CAROLINA

NORFOLK TO ALBEMARLE SOUND VIA NORTH LANDING RIVER OR GREAT DISMAL SWAMP CANAL



NSN 7642014010358

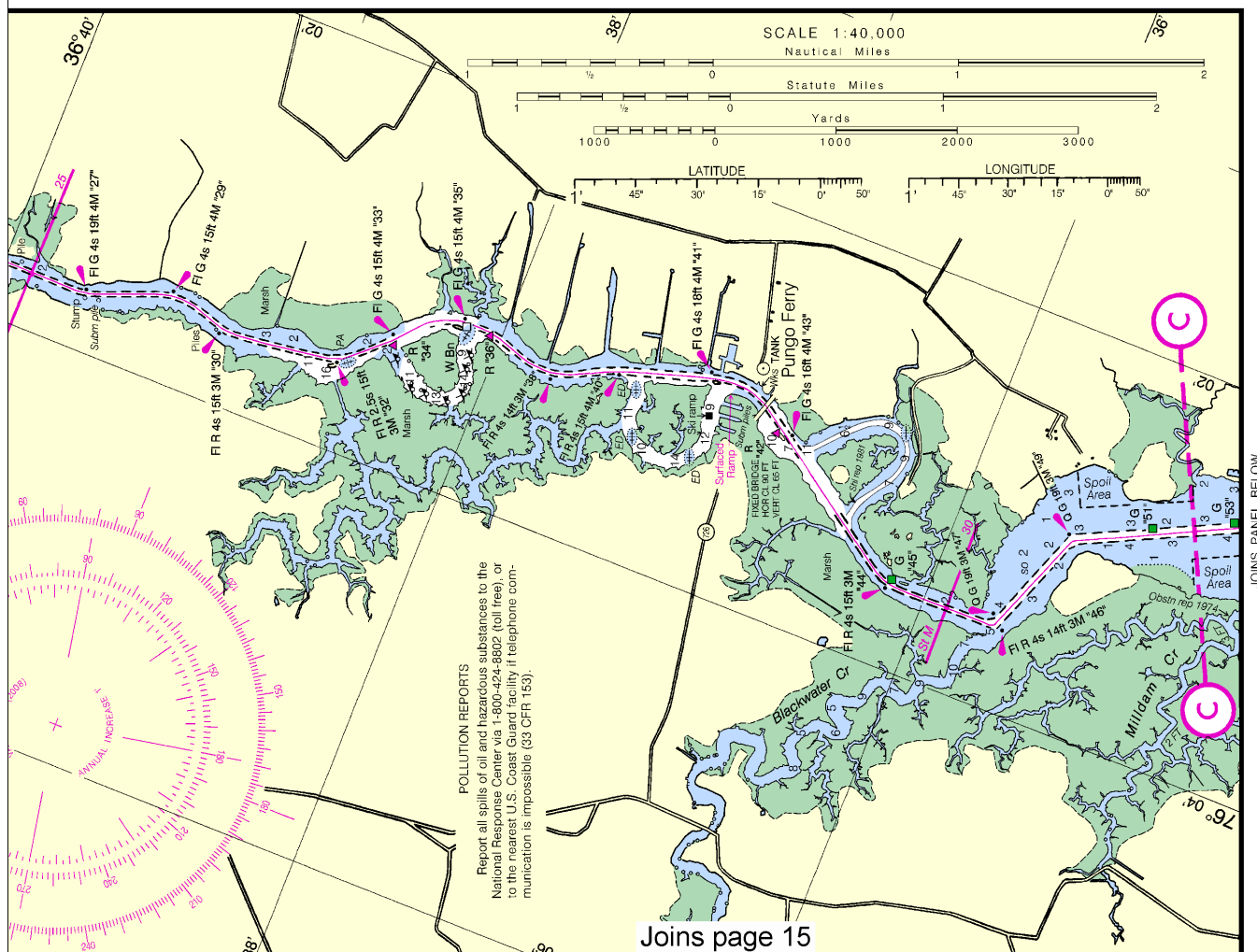
NGA REFERENCE NO. 12XHA12206

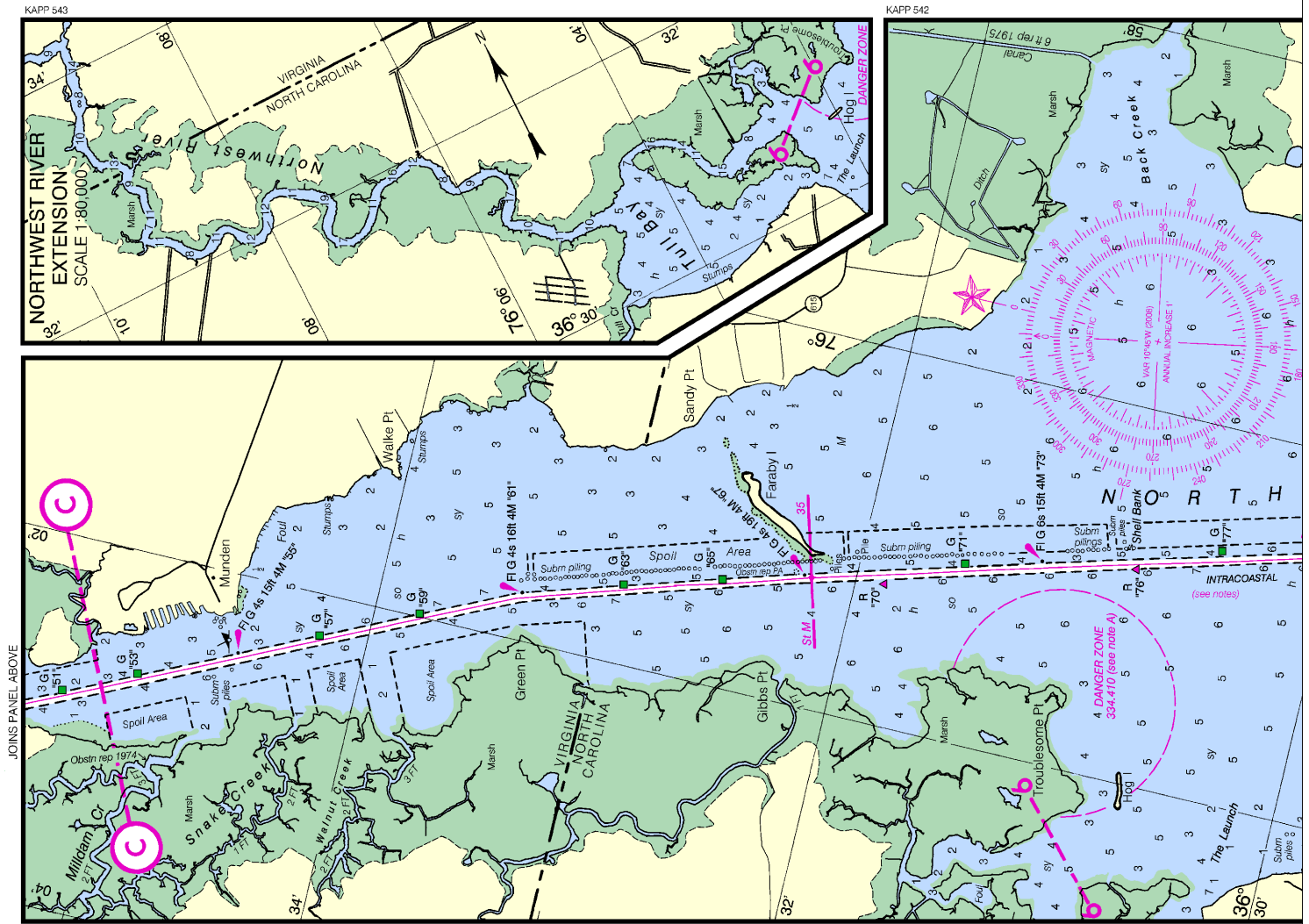
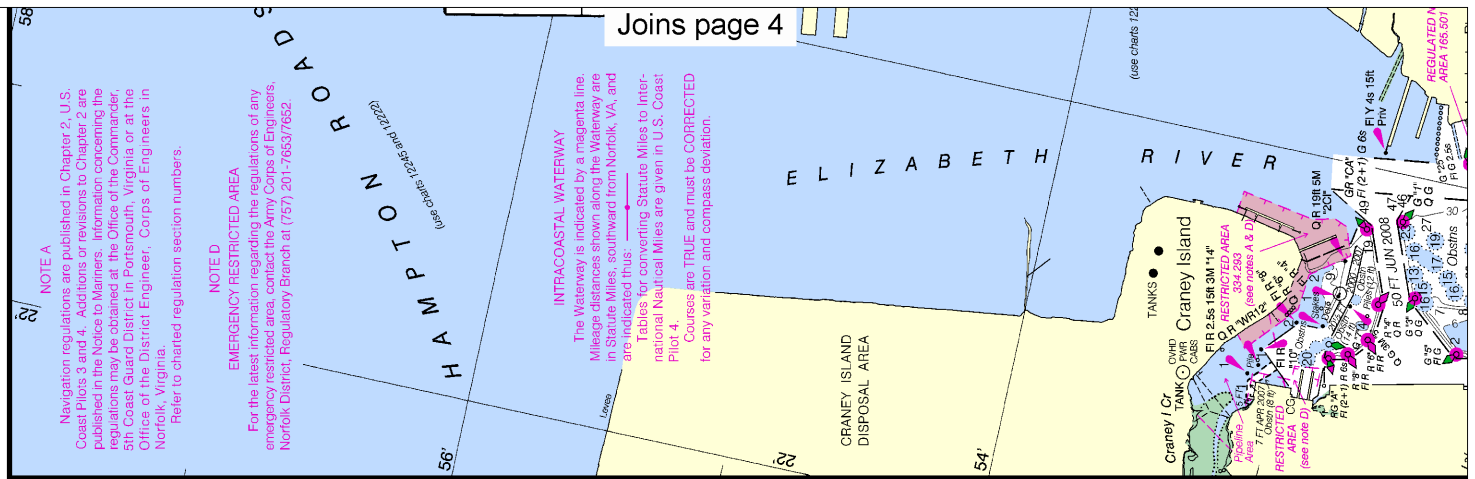


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Chart 12206 33rd Ed., Oct./08
Corrected through NM Oct. 4/08, LNM Sep. 30/08

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY





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CONTINUED ON NORTHWEST RIVER EXTENSION

Joins page 16

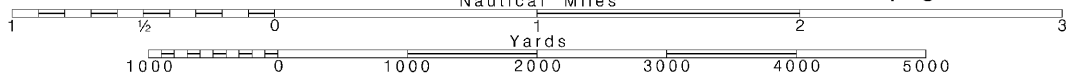
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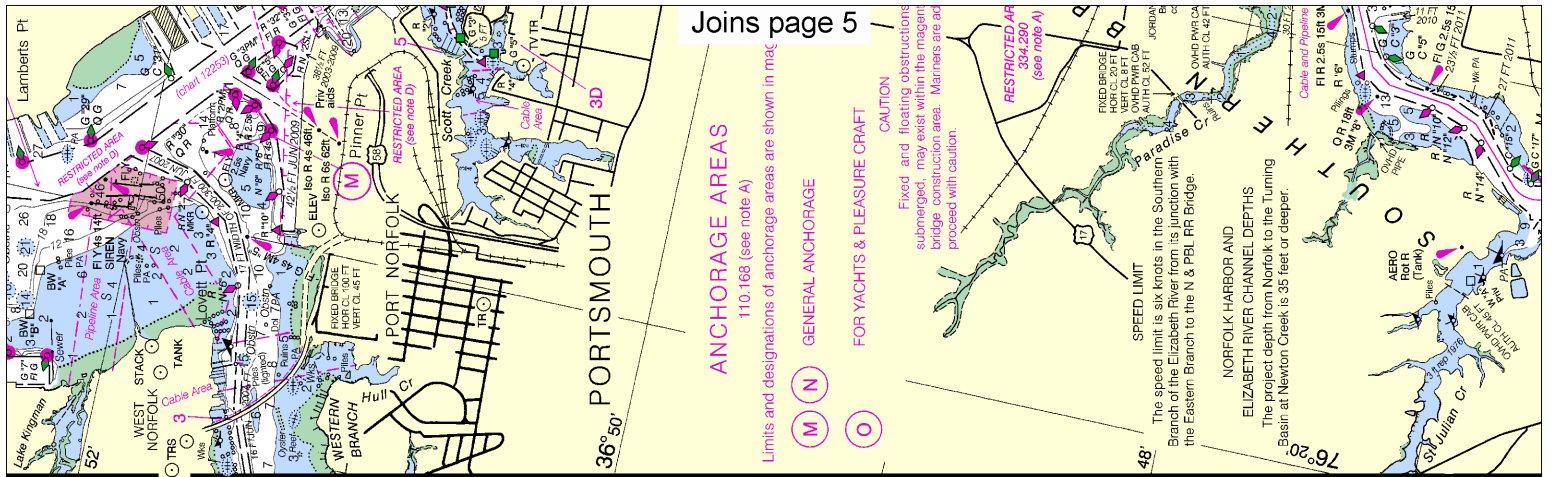
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Nautical Miles

See Note on page 5.



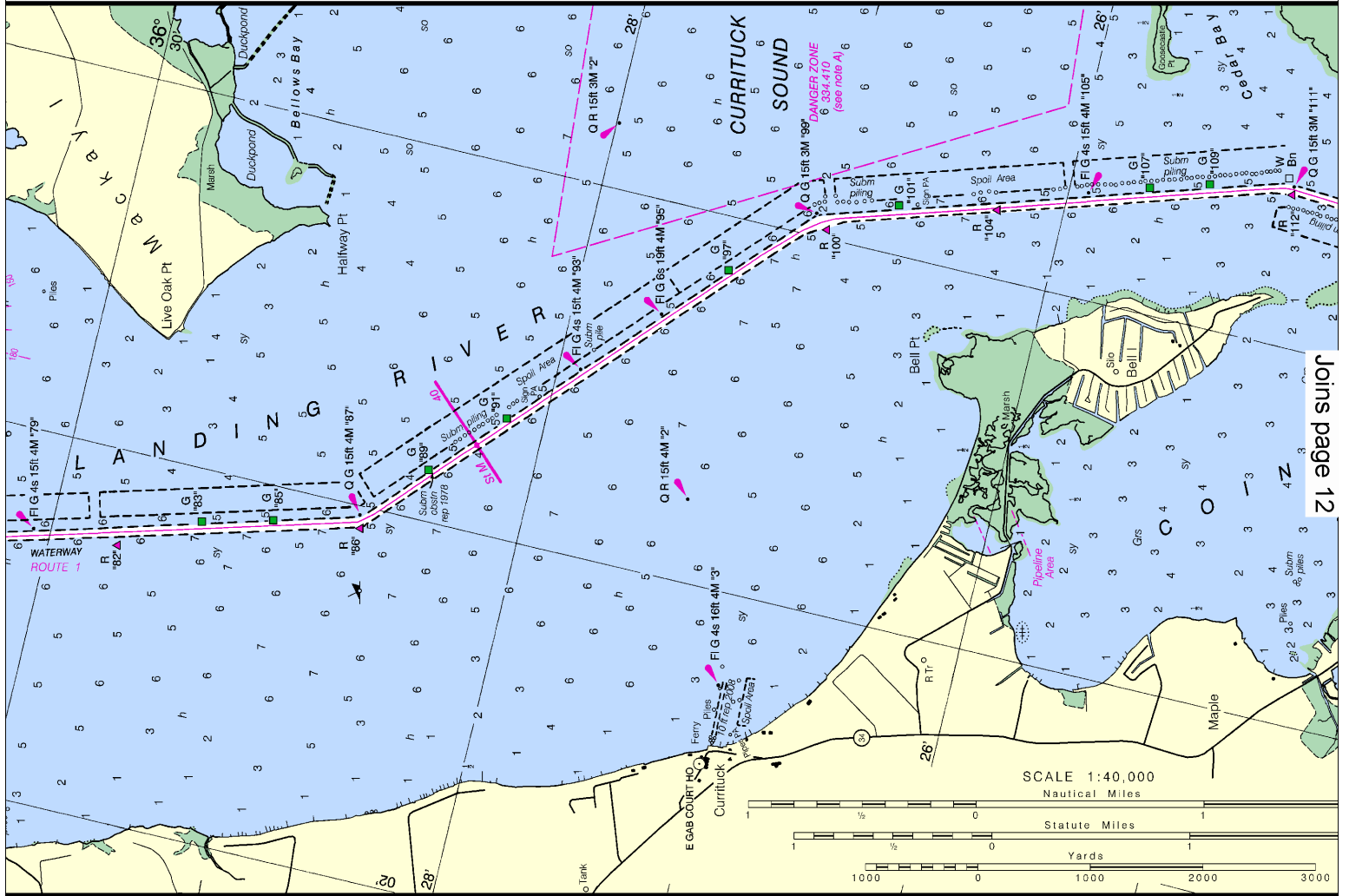
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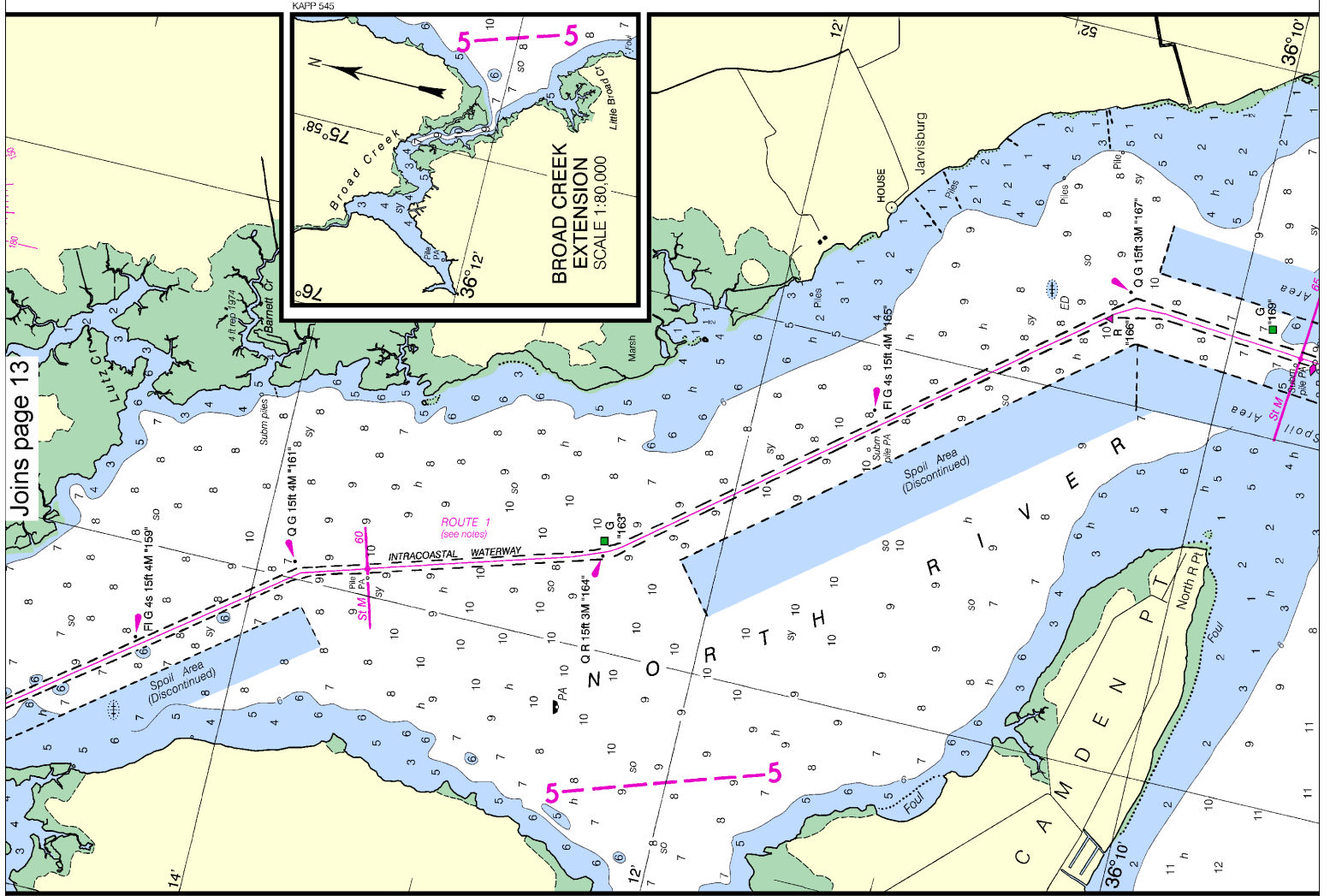
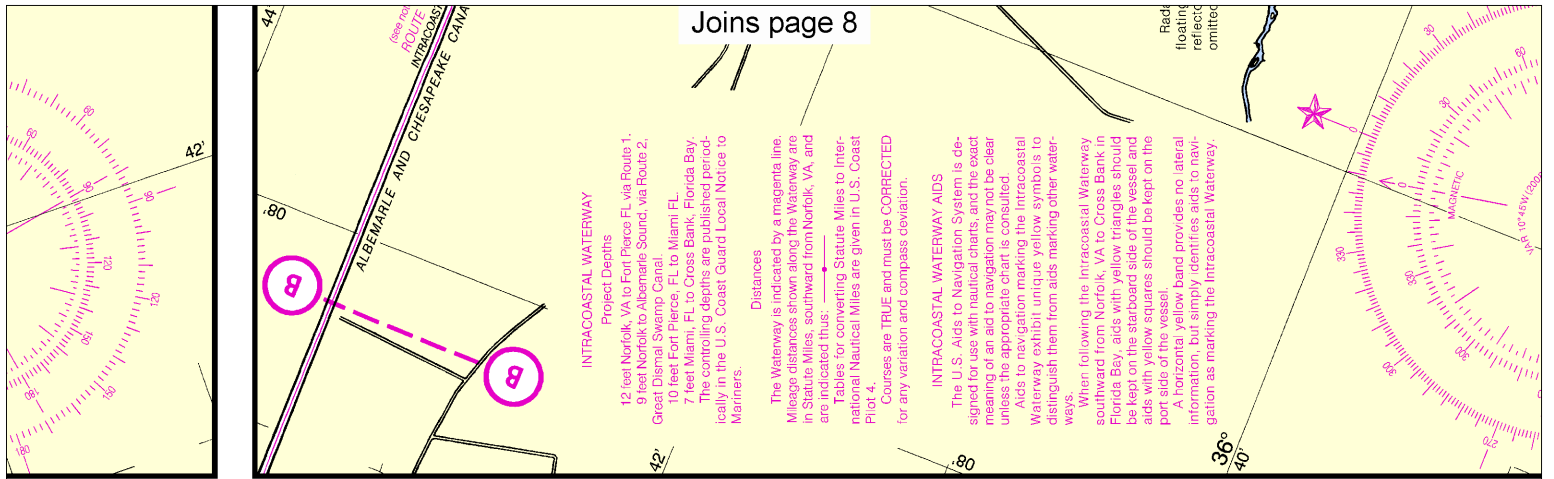


CONTINUED ON CHART 12253

CONTINUED ON CHART 12205 (PAGE A)



Joins page 17



CONTINUED ON BROAD CREEK EXTENSION

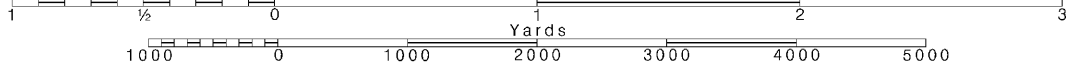
Joins page 20

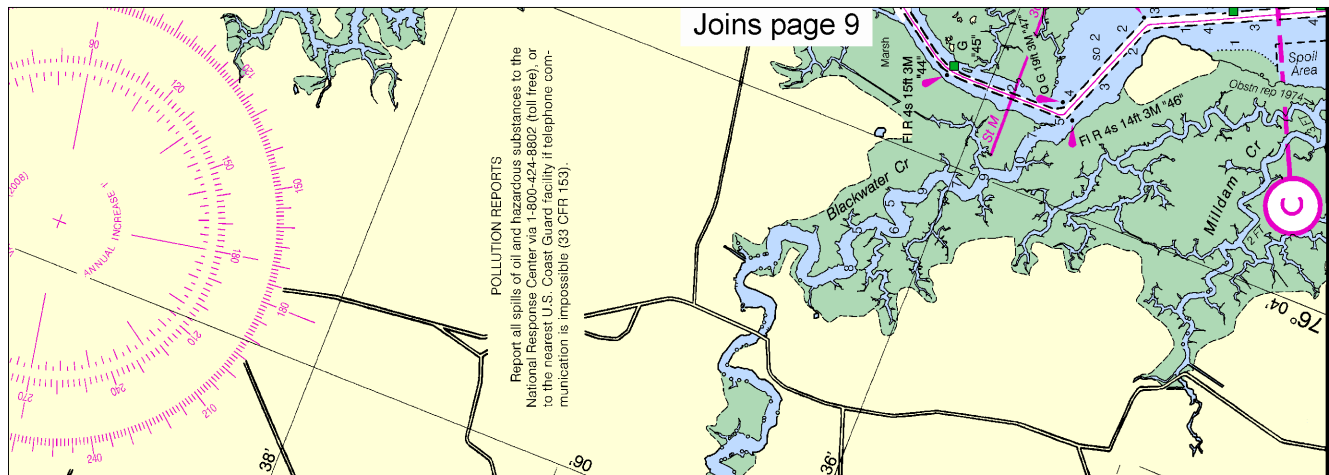
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

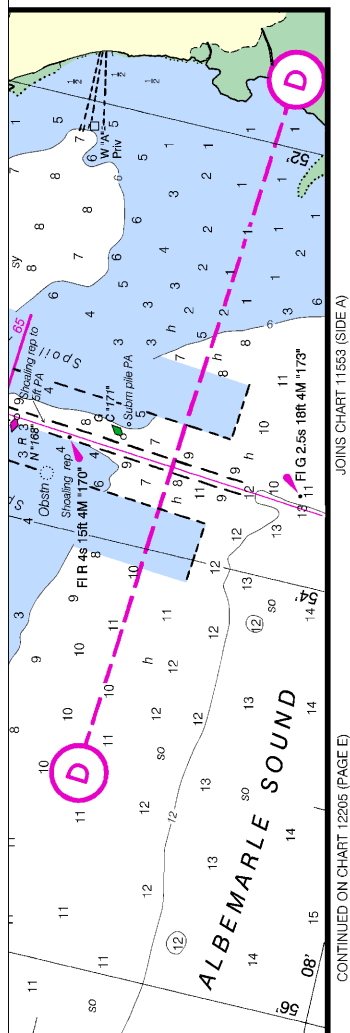
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Nautical Miles

See Note on page 5.





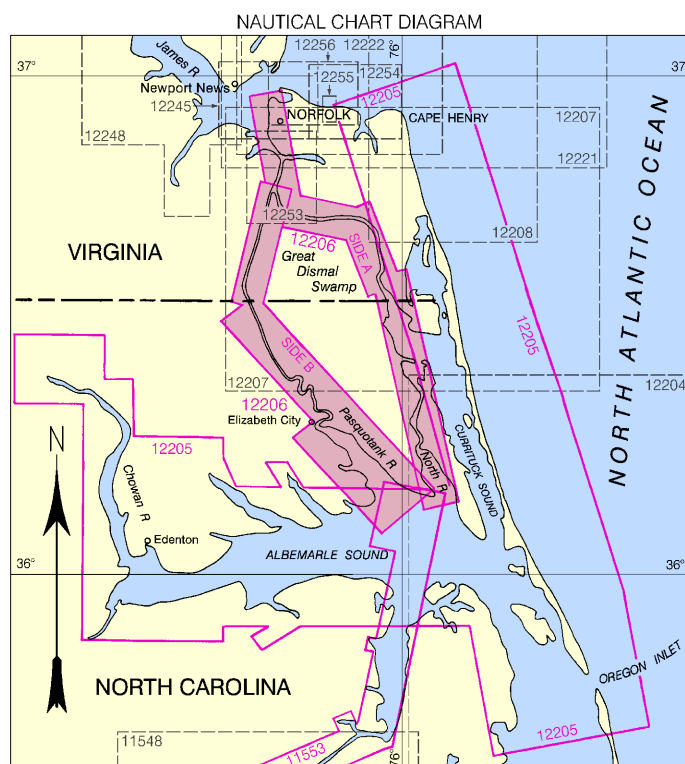
SIDE A



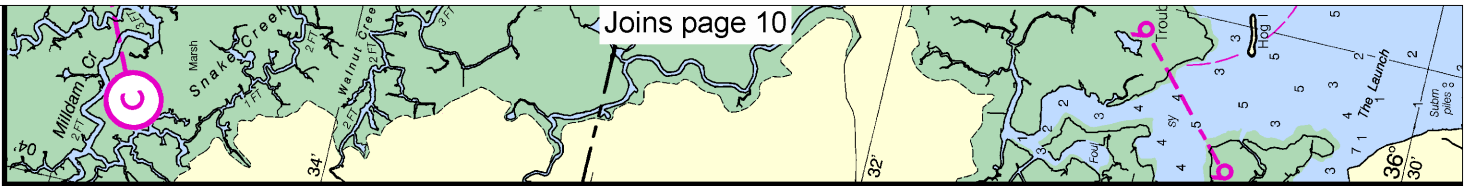
12206

JOINS CHART 11553 (SIDE A)

CONTINUED ON CHART 12205 (PAGE E)

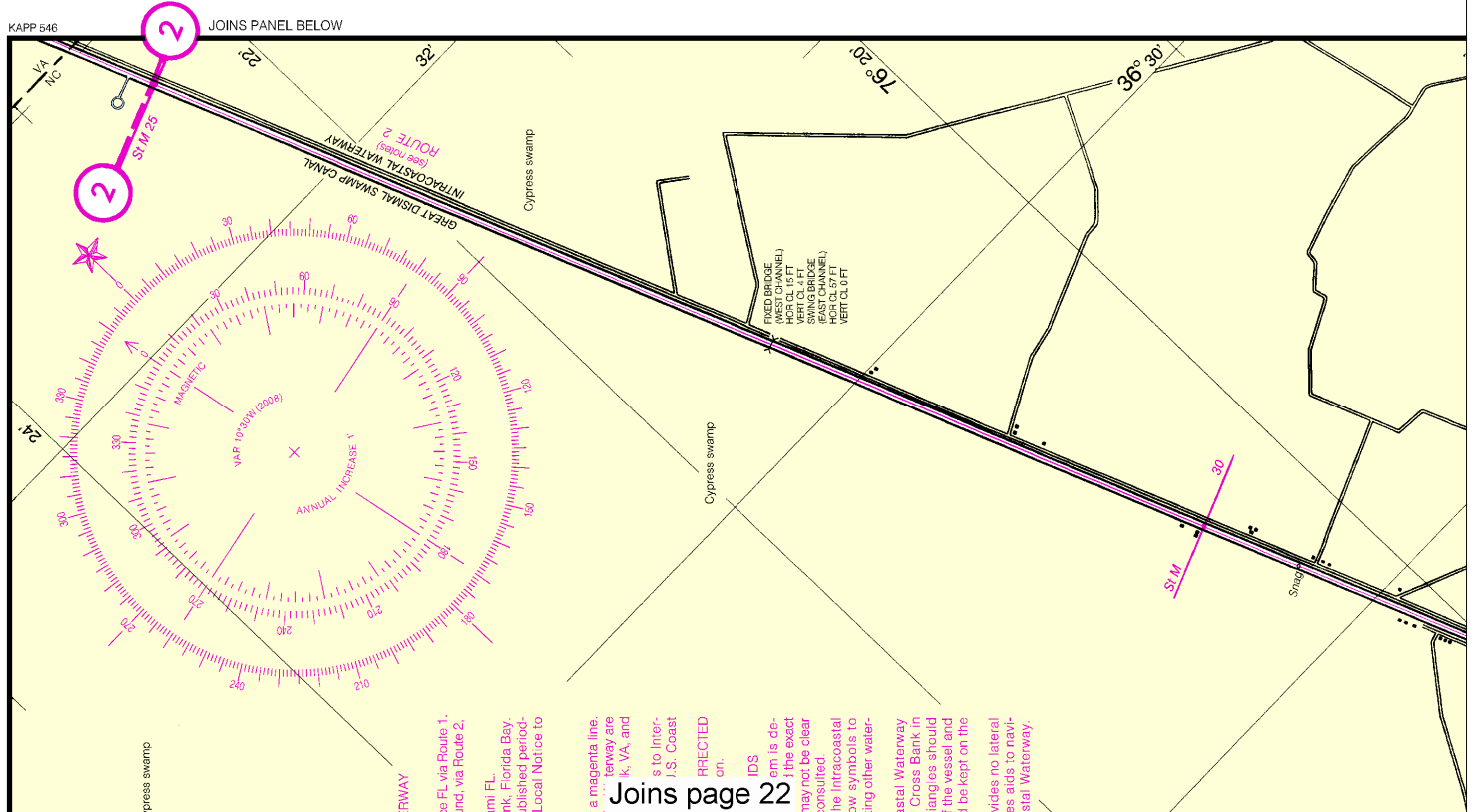


Joins page 21



12206 33rd Ed., Oct. /08; Corrected through NM Oct. 4/08, LNM Sep. 30/08

CONTINUED ON NORTHWEST RIVER EXTENSION



Joins page 22

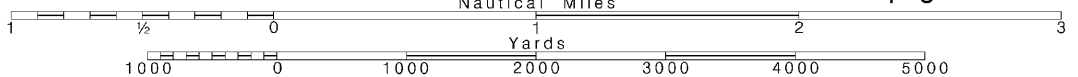
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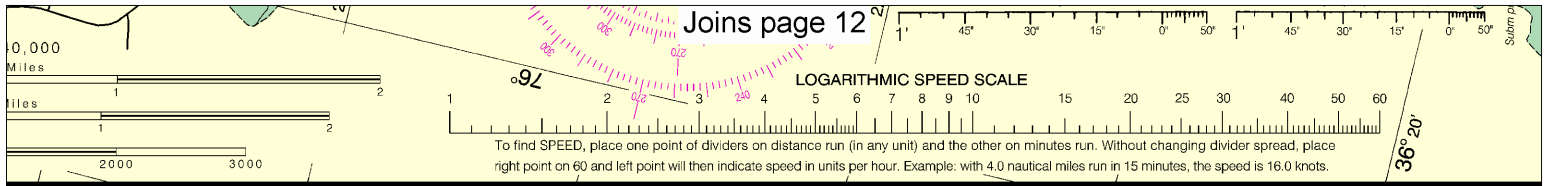
Note: Chart grid lines are aligned with true north.

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SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 17



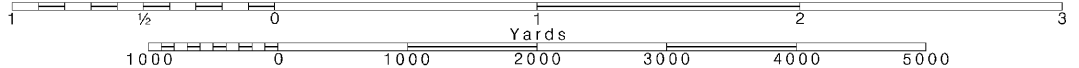
18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

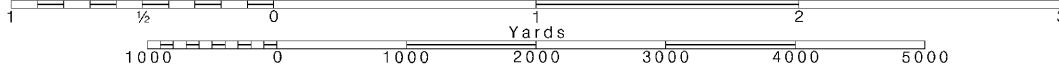
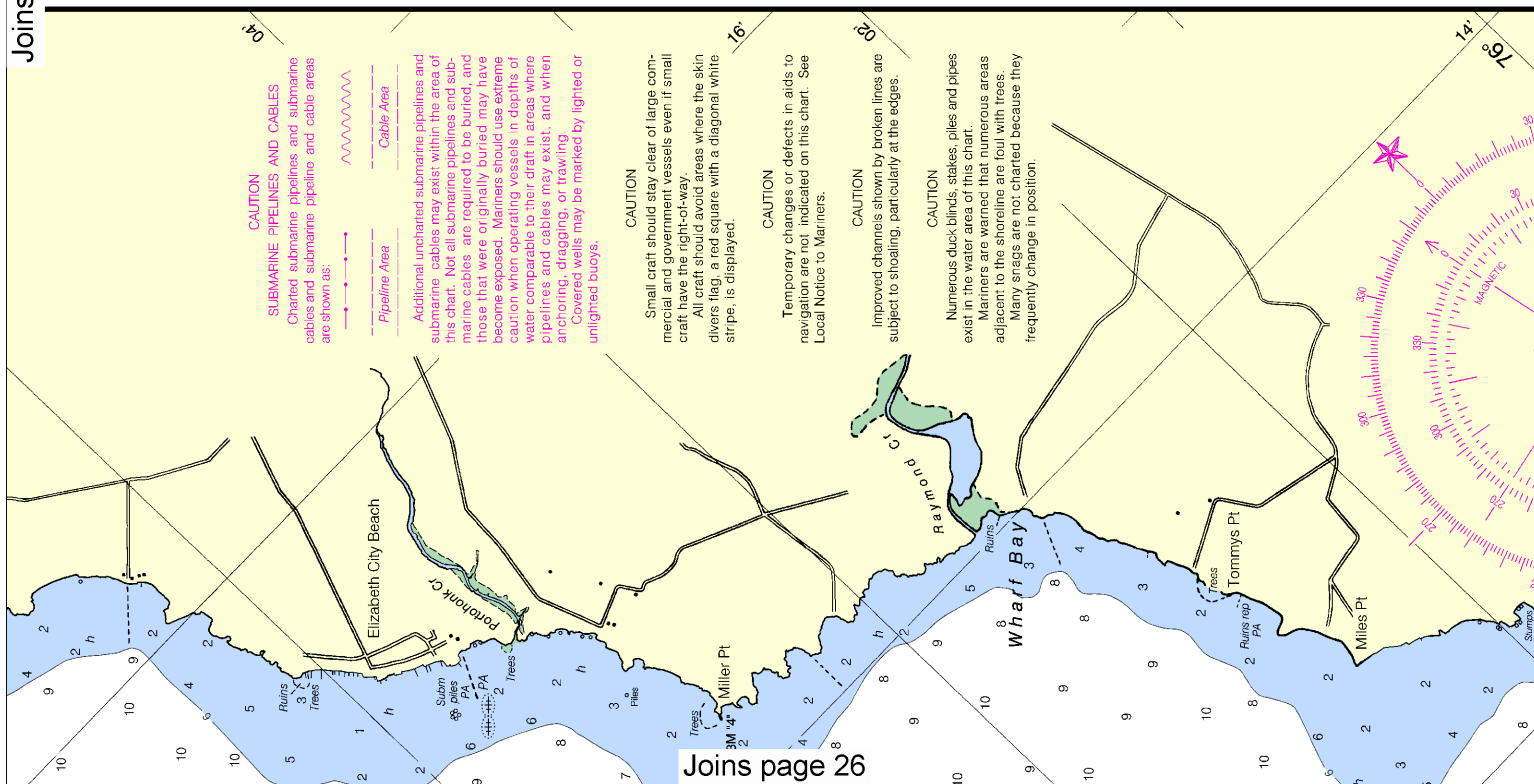
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Nautical Miles

See Note on page 5.

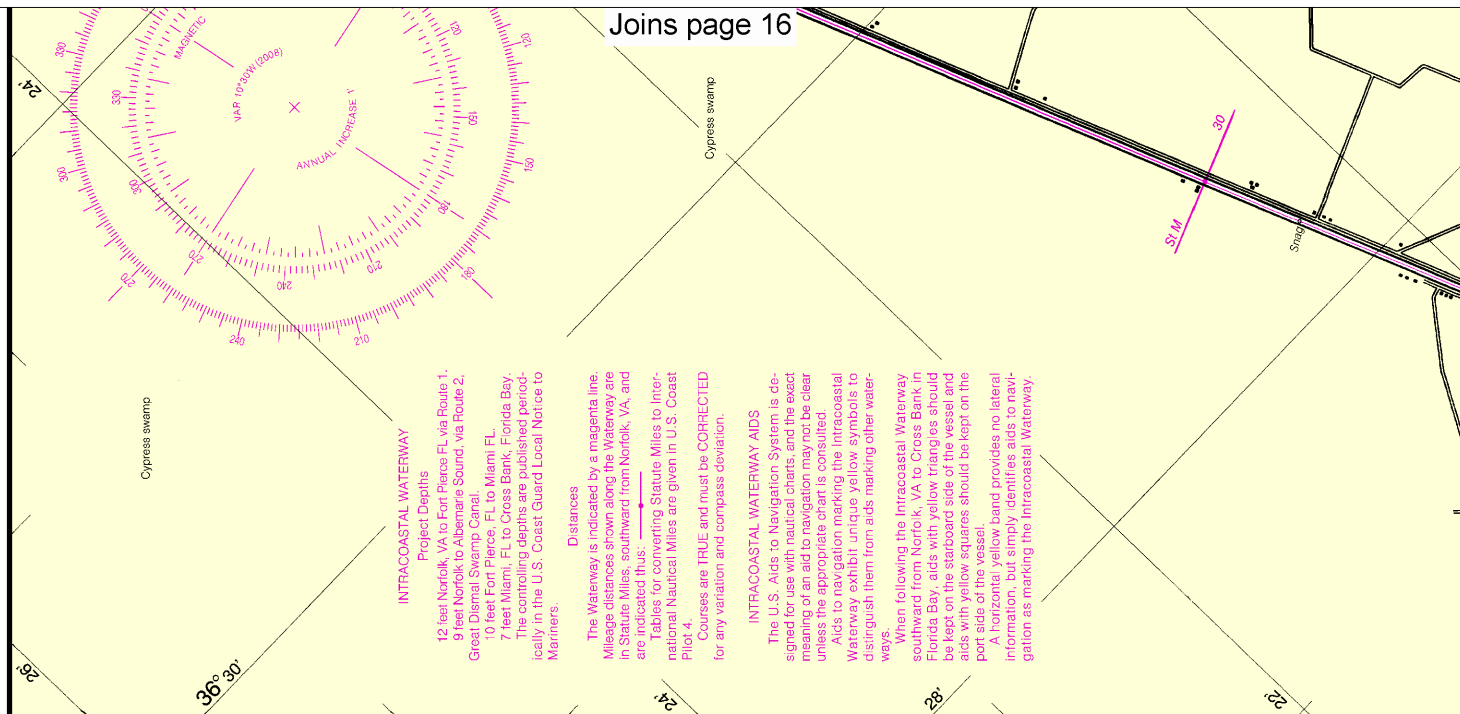


CONTINUED ON NORTH RIVER EXTENSION

CAUTION







Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R R radio tower
Al alternating	IQ interrupted quick	N nun	Rt rotating
B black	ISO isophase	OBSC obscured	S seconds
Bn beacon	LT HC lighthouse	Co cooiting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
D dia diaphone	m minutes	Q quick	VO very quick
F fixed	MICRO Tr microwave tower	R red	W white
Fl flashing	Mir marker	Ra Ref radar reflector	WHIS whistle
		Rn-rotation cone	Y, Yd/Yw

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Rk rock
Cy clay	Grs grass	M mud	S sand

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
-----------------	-------------------	----------------------	----------------

(2) Rocks that cover and uncover, with heights in feet above datum of soundings

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilots 3 and 4 for important supplemental information.

RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

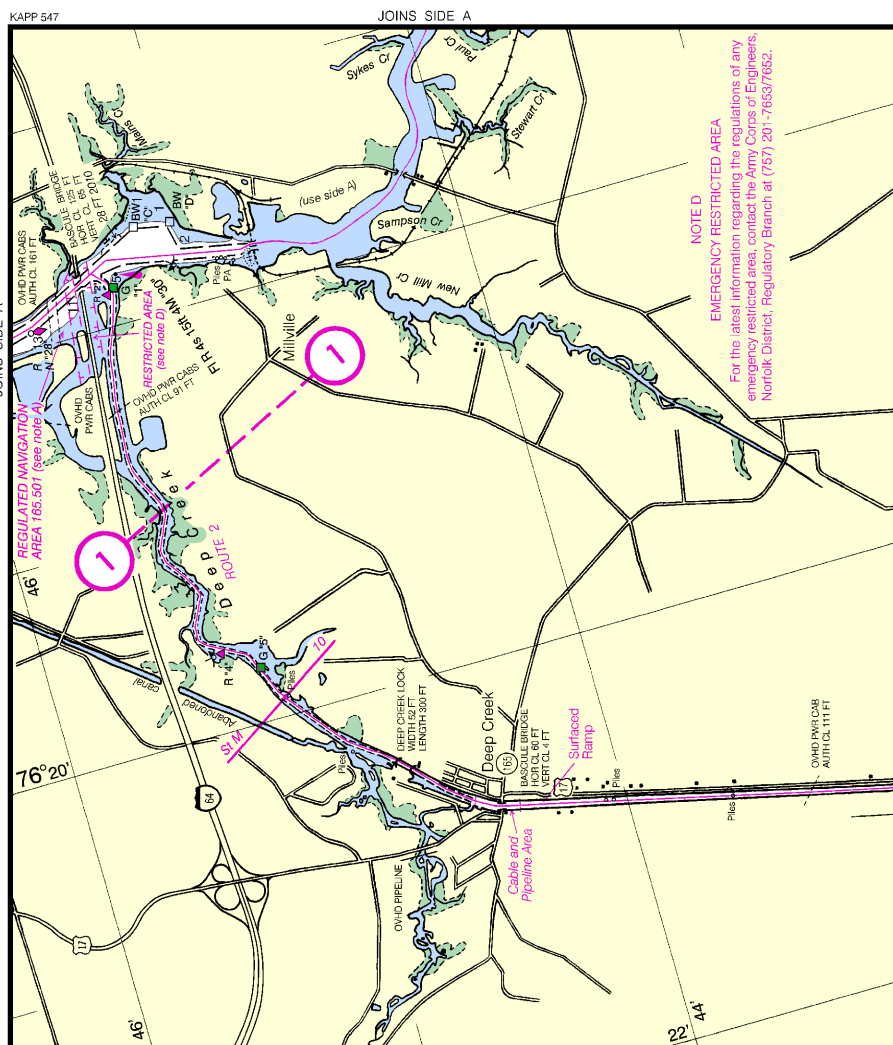
Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.



NOTE D
EMERGENCY RESTRICTED AREA
For the latest information regarding the regular emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757) 201-7111.

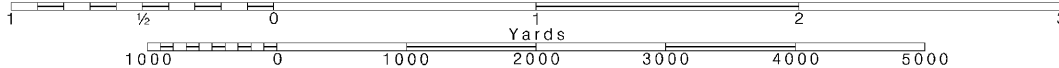
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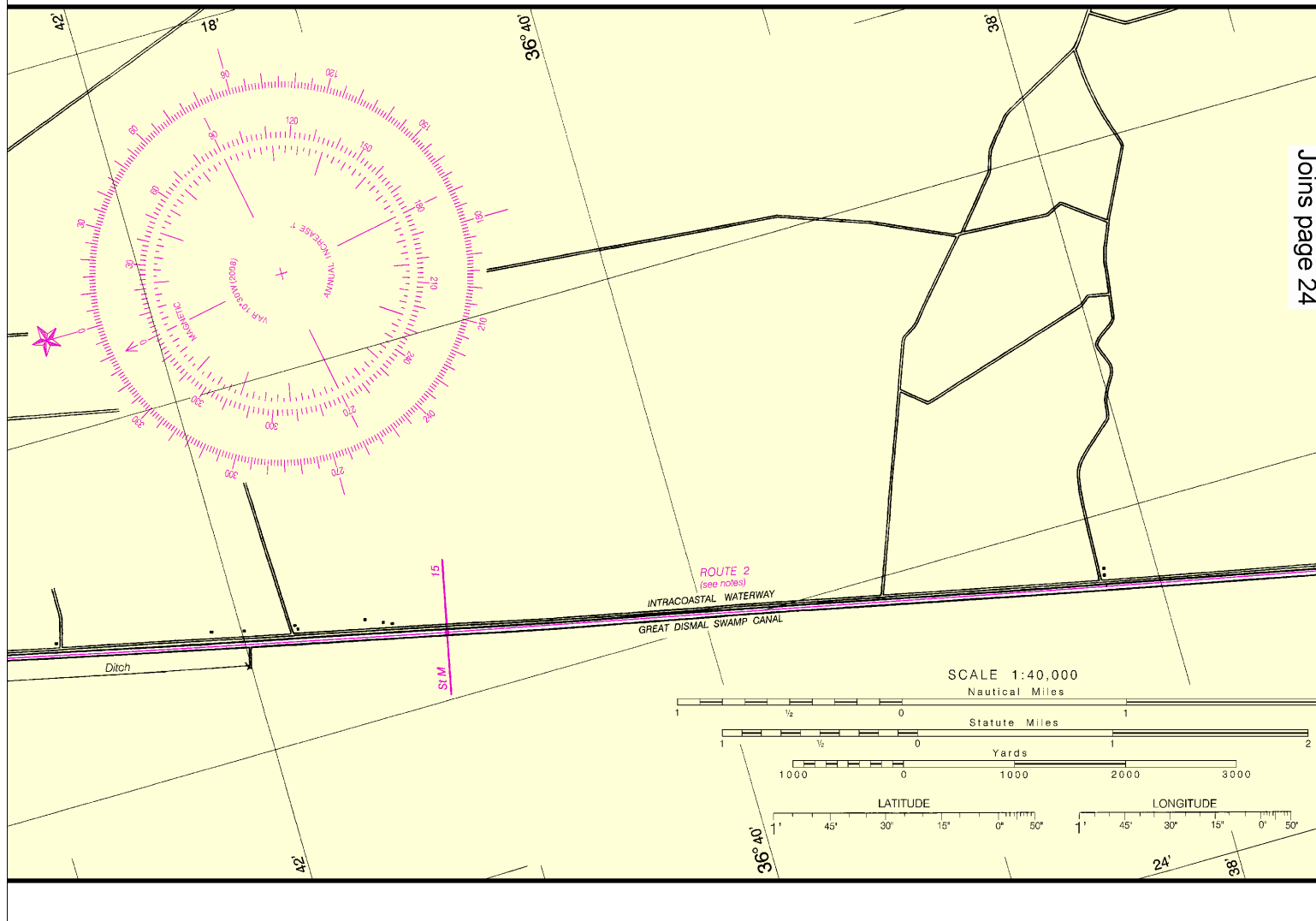
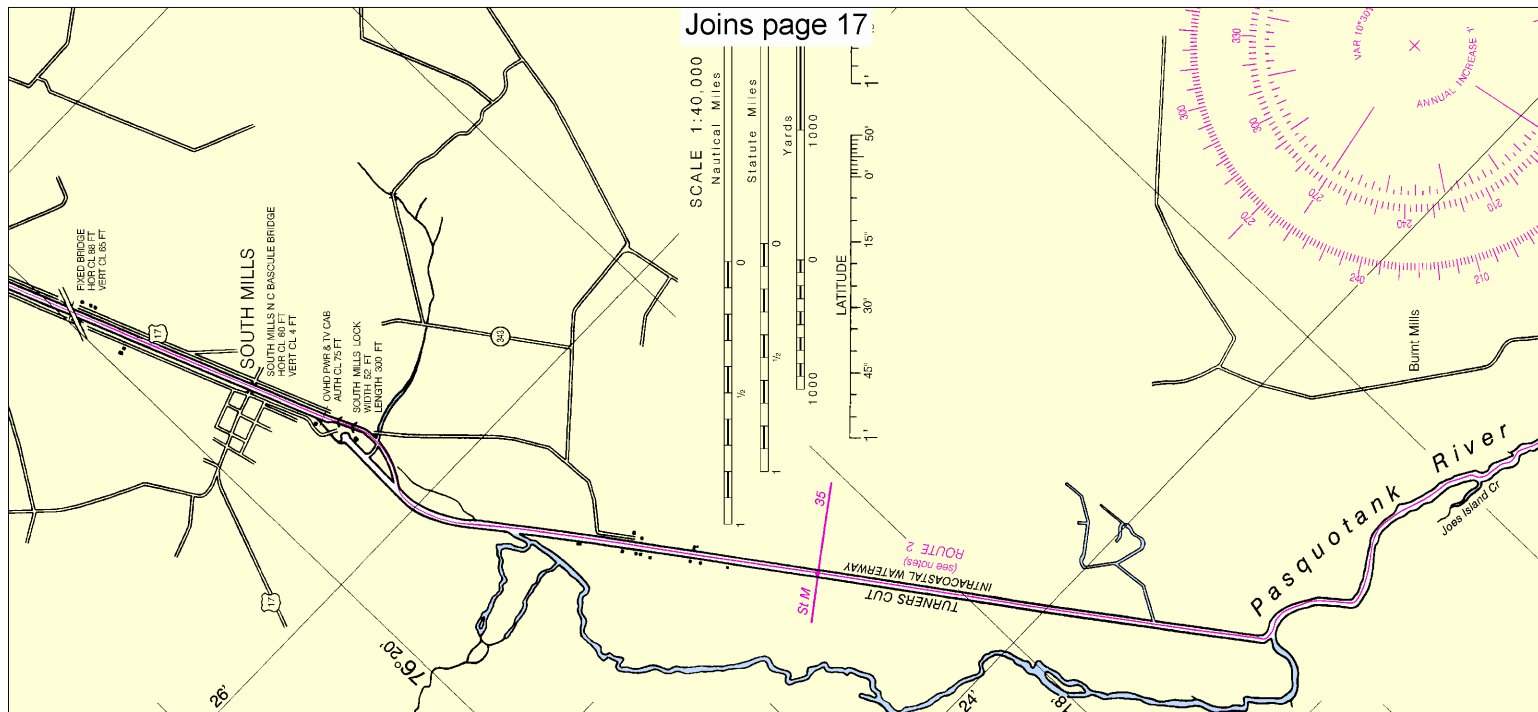
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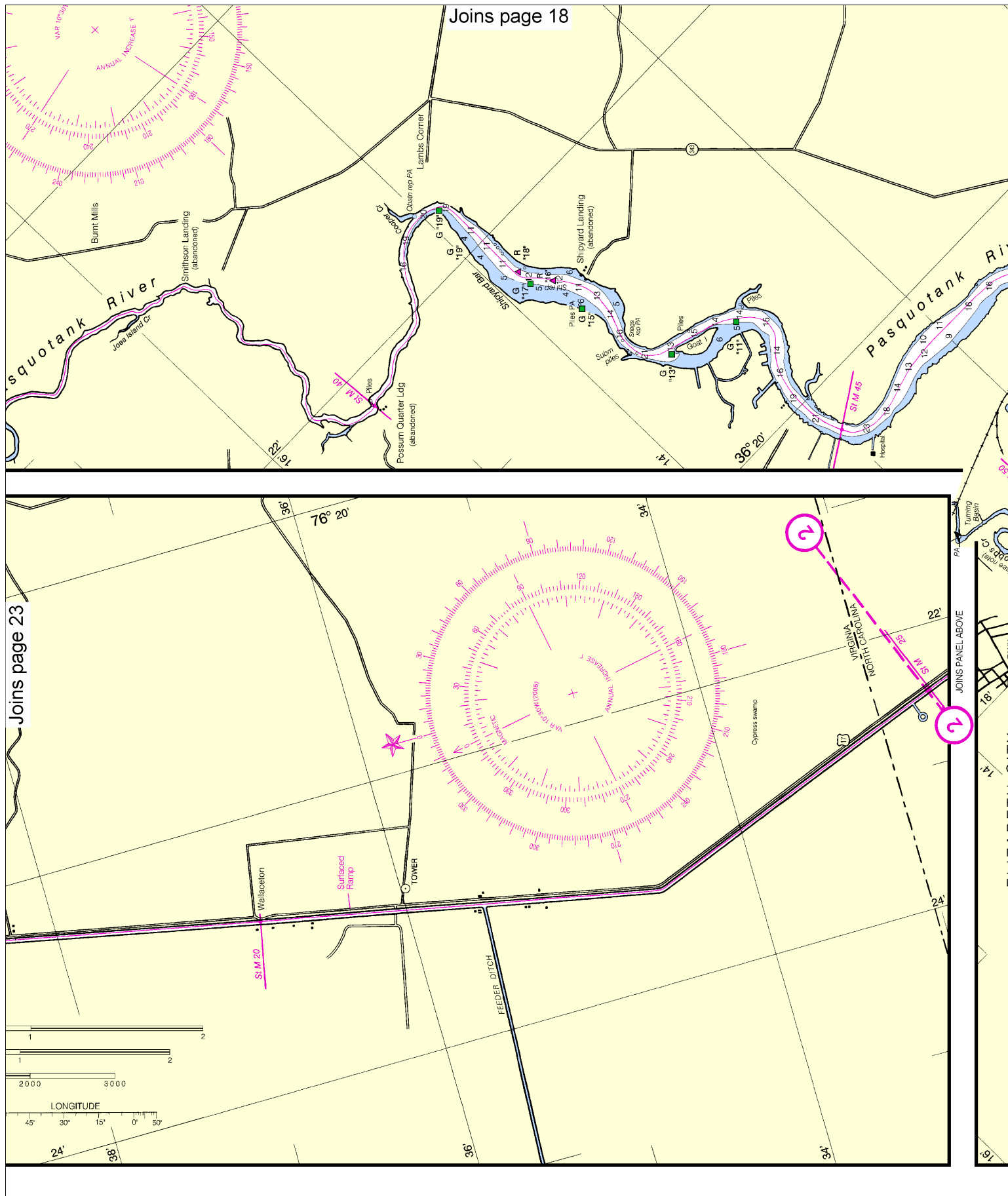
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Nautical Miles

See Note on page 5.







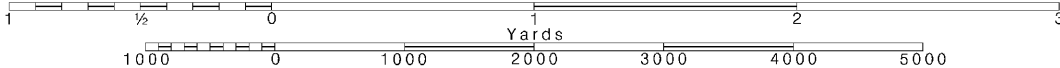
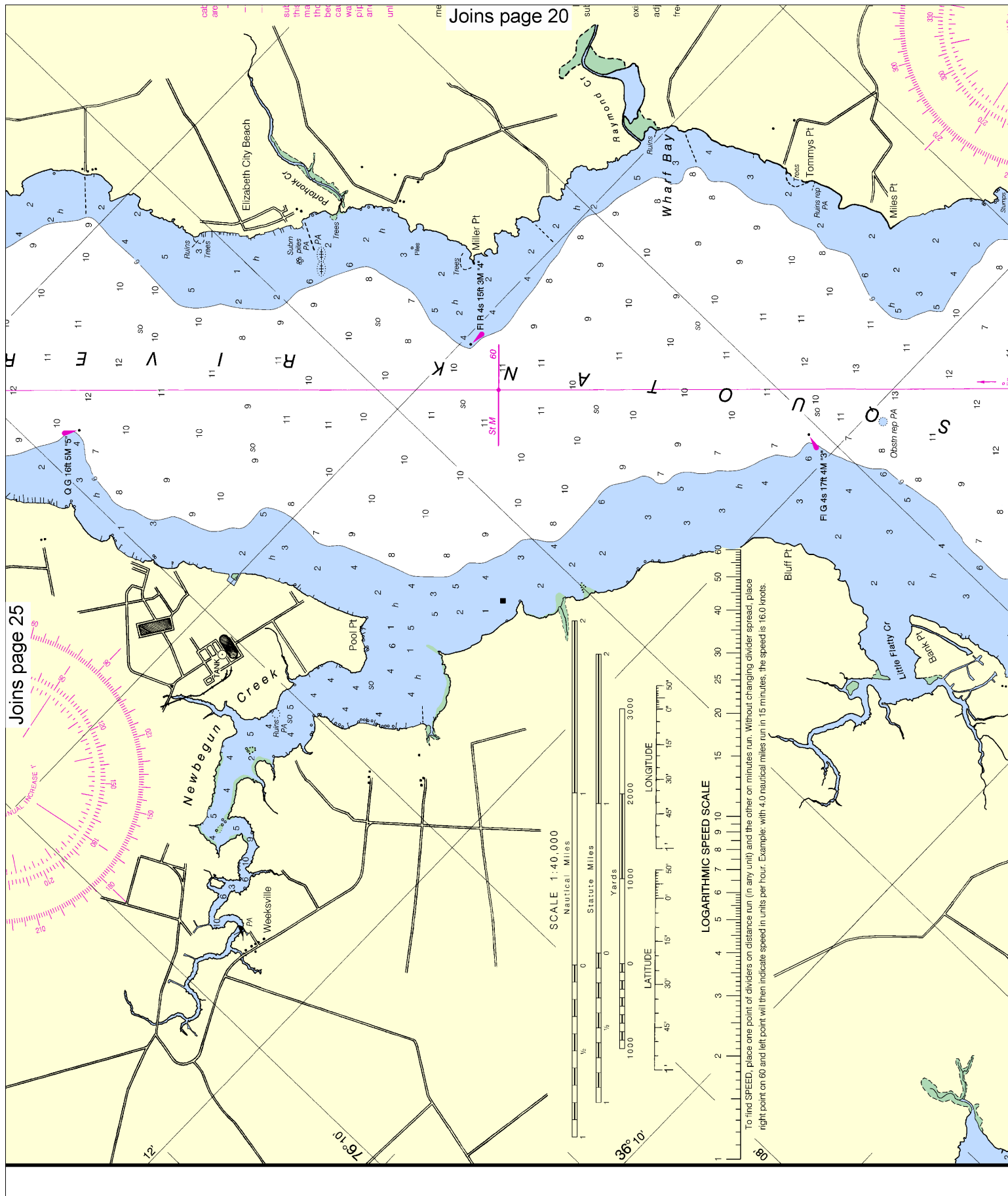
KNOBBS CREEK

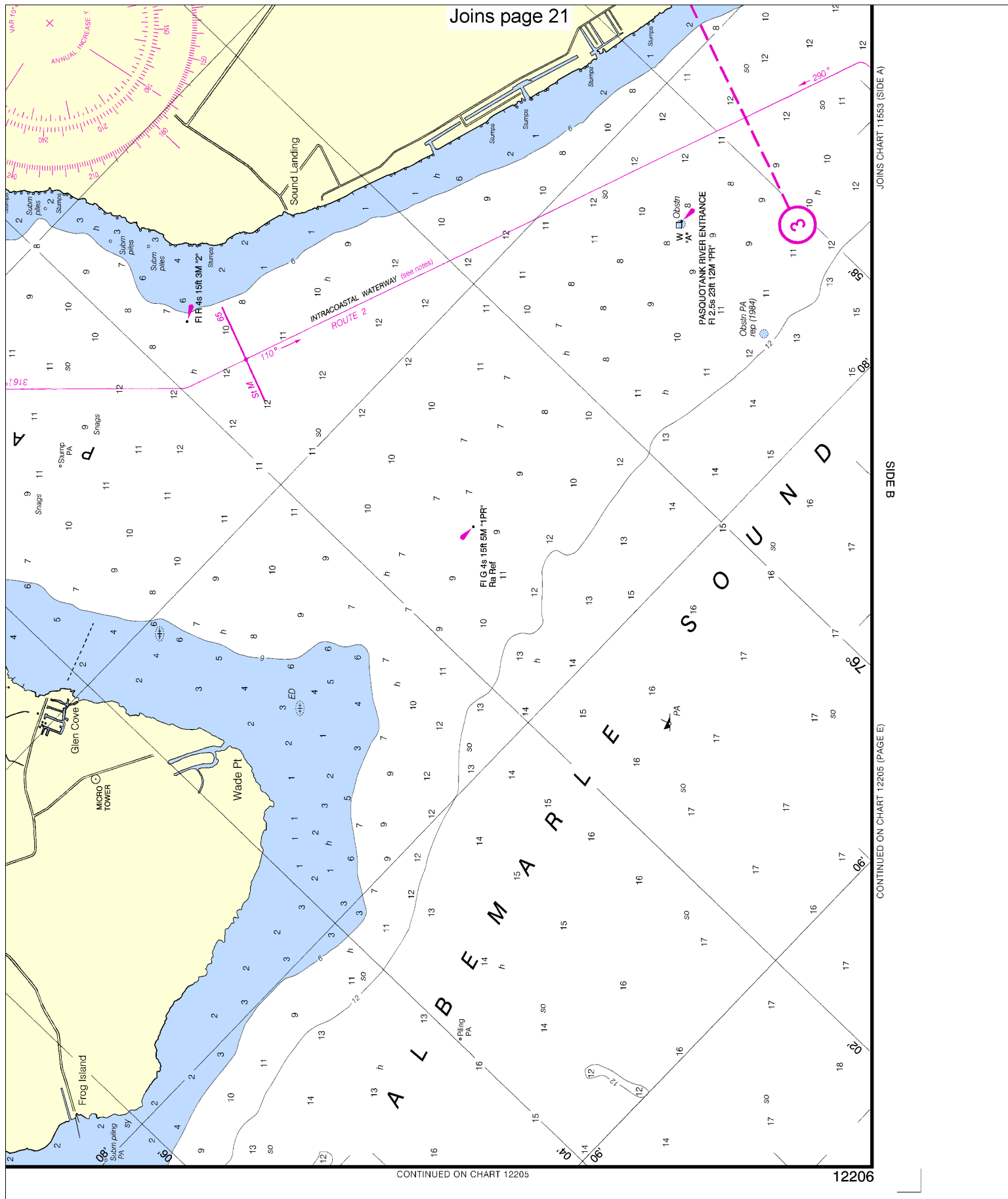
The controlling depths were 9 feet on centerline to the basin, 5½ feet in the basin, thence 2½ feet on centerline to the end of project.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning regulations may be obtained at the Office of the Commander, Fifth Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina. Refer to charted regulation section numbers.









EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



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